

# SAFETY SUPPLEMENT

## TECHNICAL MANUAL

### AIRCRAFT EMERGENCY RESCUE INFORMATION (FIRE PROTECTION)

THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 REVISION 3, DATED 15 JANUARY 2001, LOCATED AT WEB SITE:<http://137.244.215.33/ti/tilta/documents/to00-105E-9.htm>.

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TO THE ATTENTION OF ALL AFFECTED AIR FORCE PERSONNEL.

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

18 JULY 2001

#### 1. PURPOSE.

This supplement provides instructions for update of TO 00-105E-9 Revision 3, dated 15 January 2001, affecting Chapter 9 USAF and Joint Service Helicopters. This update adds information regarding the HH-60 ALE-47 Flare Dispensing System and the alternative method in which to make the system safe prior to rescue operations.

#### 2. INSTRUCTIONS.

- a. This information, if it applies to your operation, can be downloaded and printed from this web site by the end user. Use the most current Adobe Reader for this function. This software is free and can be downloaded from Adobe.com at their web site. PDF files should be downloaded with the Reader running on your PC to reduce download time.
- b. This supplement to Chapter 9 adds information based on recent aircraft modifications adding the ALE-47 Flare Dispensing System. The new update should be added to Chapter 9 in TO 00-105E-9 Revision 3. The pages affected in this supplement start with page HH-60.1 and end with page HH-60.6. The end user should save this file and print the affected pages, if applicable to the user's operation. File a copy of this Safety Supplement with the main Technical Order. This supplement uses a portable document format (pdf). File this supplement according to current regulations.

#### NOTE

The operational user file is the whole or selected printed pages from the web site placed in a binder used for local, transient operations or both. This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-2 paragraphs 1-1.4, 1-1.4.1, and 1-1.6 for Local Reproduction of TOs and Digital Media guidance.

THE END

1

SAFETY SUPPLEMENT

# HH-60.1 AIRCRAFT SKIN PENETRATION POINTS

HH-60

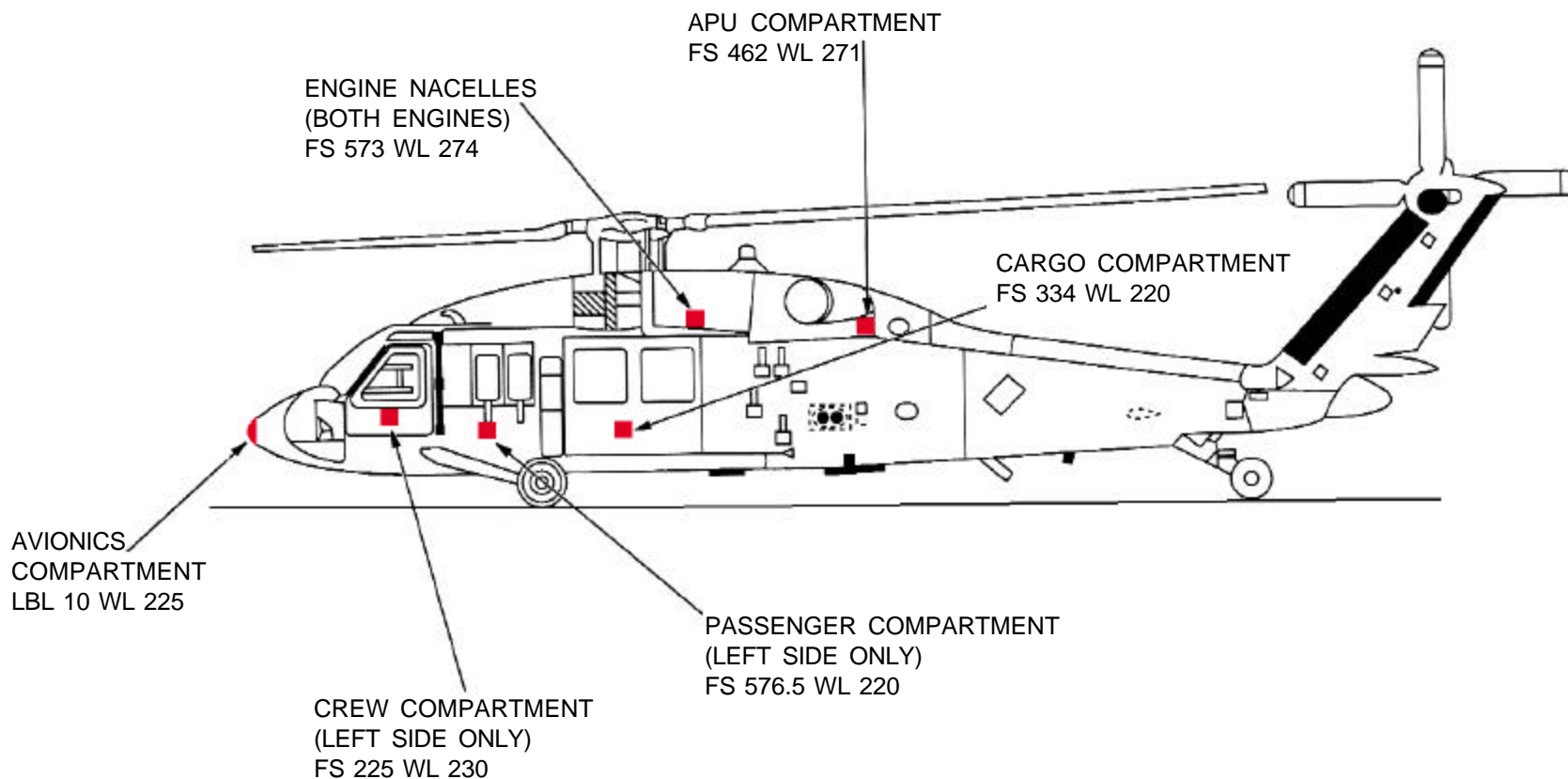
T.O. 00-105E-9

## EFFECTIVITY:

HH-60 is considered a Special Operations aircraft used by the Joint Services.

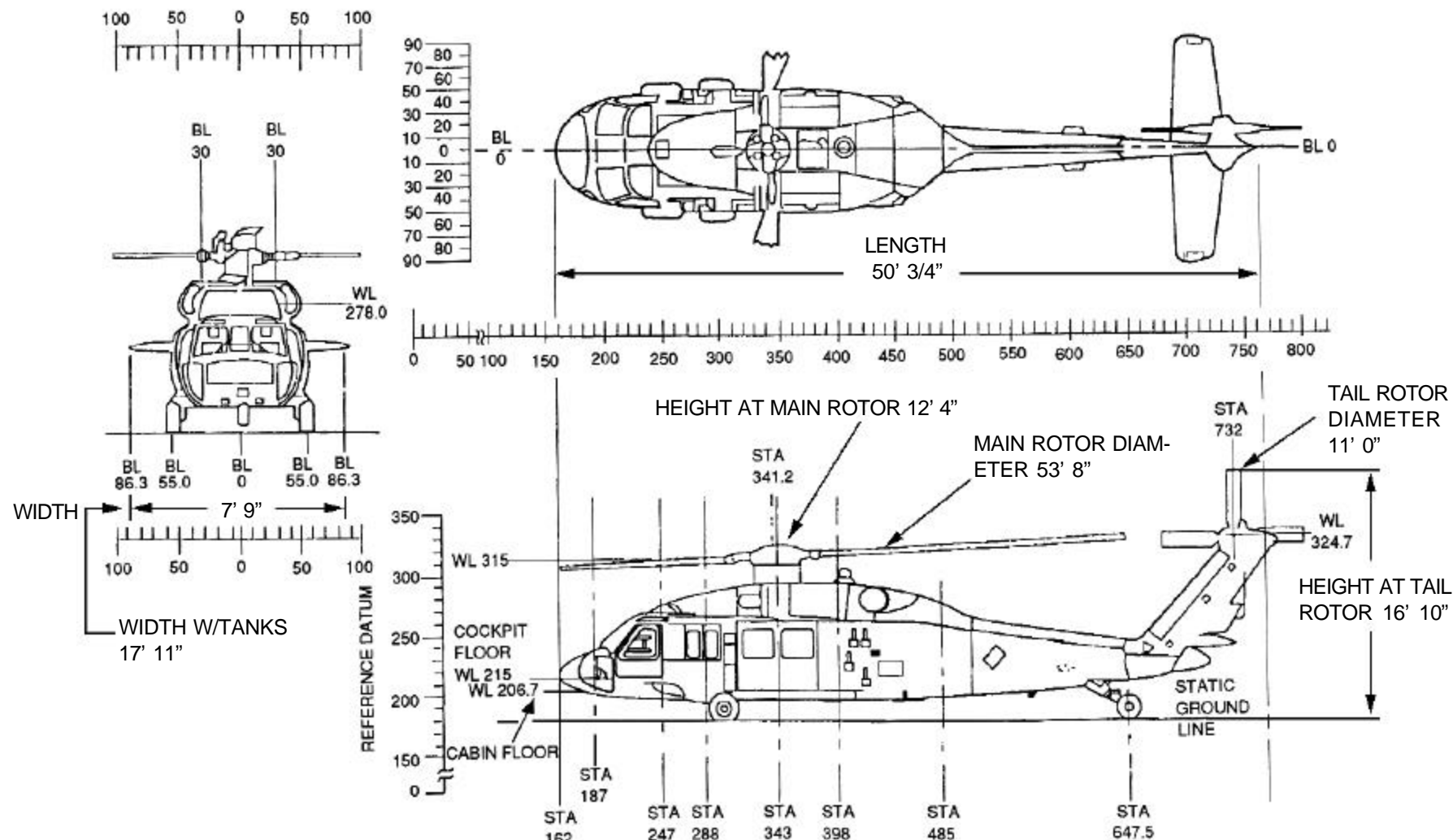
## NOTE:

The majority of this information is similar to the UH-60.



# AIRCRAFT DIMENSIONS

HH-60



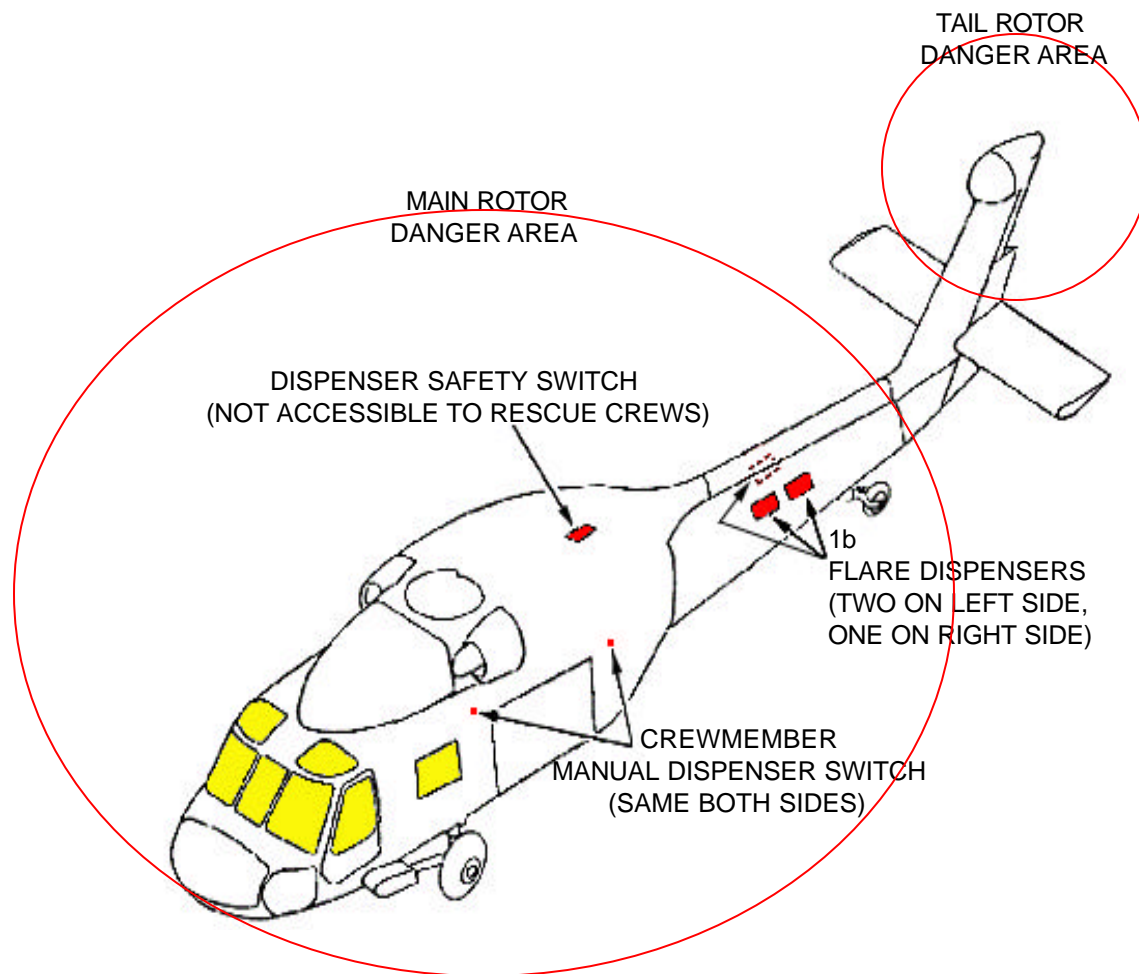
# AIRCRAFT HAZARDS

## 1. SAFING THE ALE-47 FLARE DISPENSERS

### WARNING

The flare dispenser system mounted on the HH-60 aircraft places rescue crews at risk by placing them in front of the forward firing flares from all three dispenser positions to safe the system from the cockpit. Injury or death may occur if flare dispensers are ignited. Flares are 3 inches long and burn at 3,000 F. **Do not enter the cockpit, use the following alternate safing procedures.**

- a. Approach the aircraft from the rear at 45 degree angles on the right and left side of the aircraft. This will prevent personnel from entering the Danger Zone of the tail rotor blades and allow maximum height below the blades.
- b. The aircraft uses the ALE-47 Countermeasure Set. There are three dispensers mounted on the aircraft that are electrically actuated to ignite the set. The system is normally safed inside the cockpit by the crew. There is no externally mounted safe switch for rescue crews to use.
- c. To safe the system externally, there are two methods: (1) install a ball lock pin in each of the three dispensers (OR) (2) disconnect the canon plug from each of the three dispensers to disconnect the voltage source for the explosives, by turning the canon plug counterclockwise. The canon plug is a twist and lock type.
- d. If canon plugs are disconnected and time permits, place a non-metallic protective cover over the exposed electrical pins at the connector on the dispenser. This prevents stray voltage from actuating the explosives. Place a protective cover over the disconnected plug to prevent FOD.
- e. IN CASE OF FIRE: If dispensers are accessible, [1]remove the canon plugs, [2] remove the fasteners from the magazine assembly, [3] disconnect the electrical connector from the magazine assembly, [4] remove fasteners from the dispenser assembly, and [5] remove magazine assembly to a safe area.



HH-60

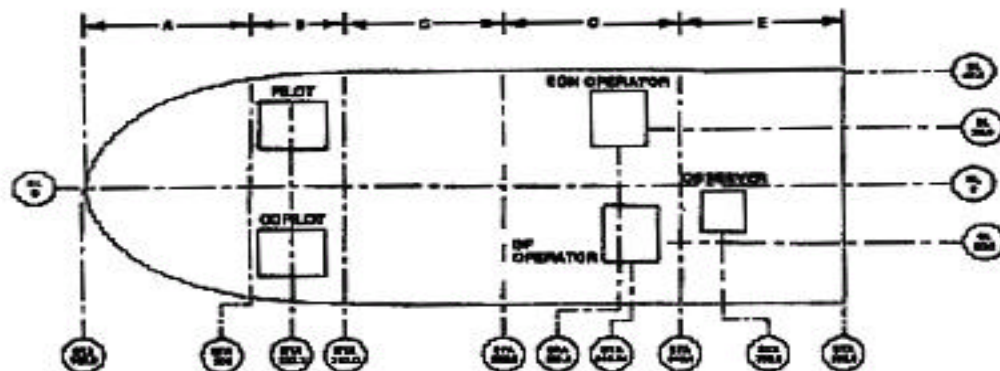
# CABIN CONFIGURATIONS

HH-60

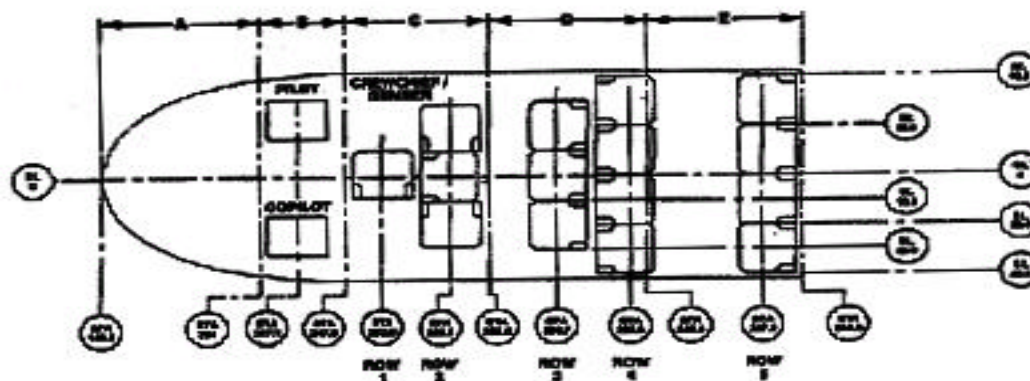
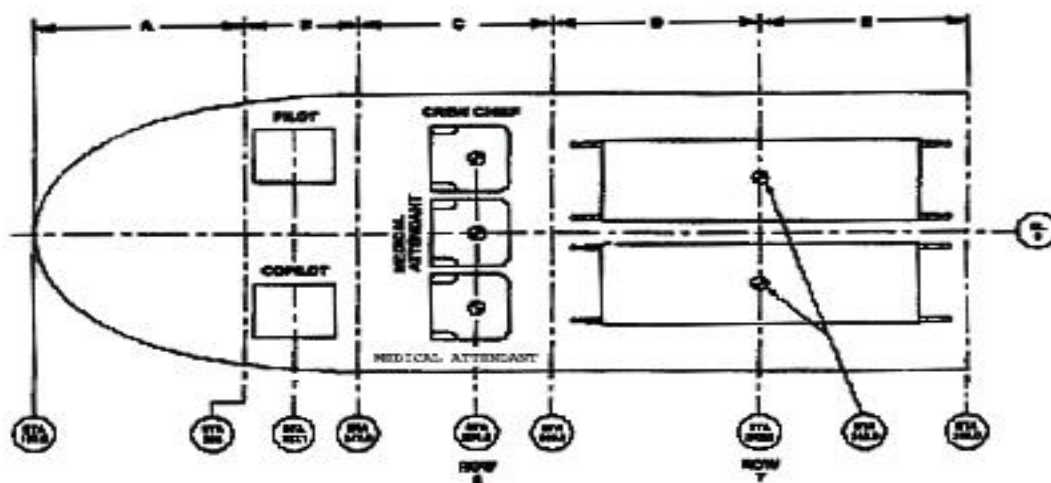
## NOTE:

Some configurations may or may not apply to this version.

ELECTRONIC CONFIGURATION



TROOP CONFIGURATION

MEDEVAC CONFIGURATION  
(LITTERS ROTATE)



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax  
Fire Drill II  
Flare Dispenser Safety Pins

HH-60

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

- a. Turn cockpit door handle counterclockwise to the open position to open door.
- b. Turn cabin door handle counterclockwise to the open position and slide door aft.

## 2. EMERGENCY ENTRY

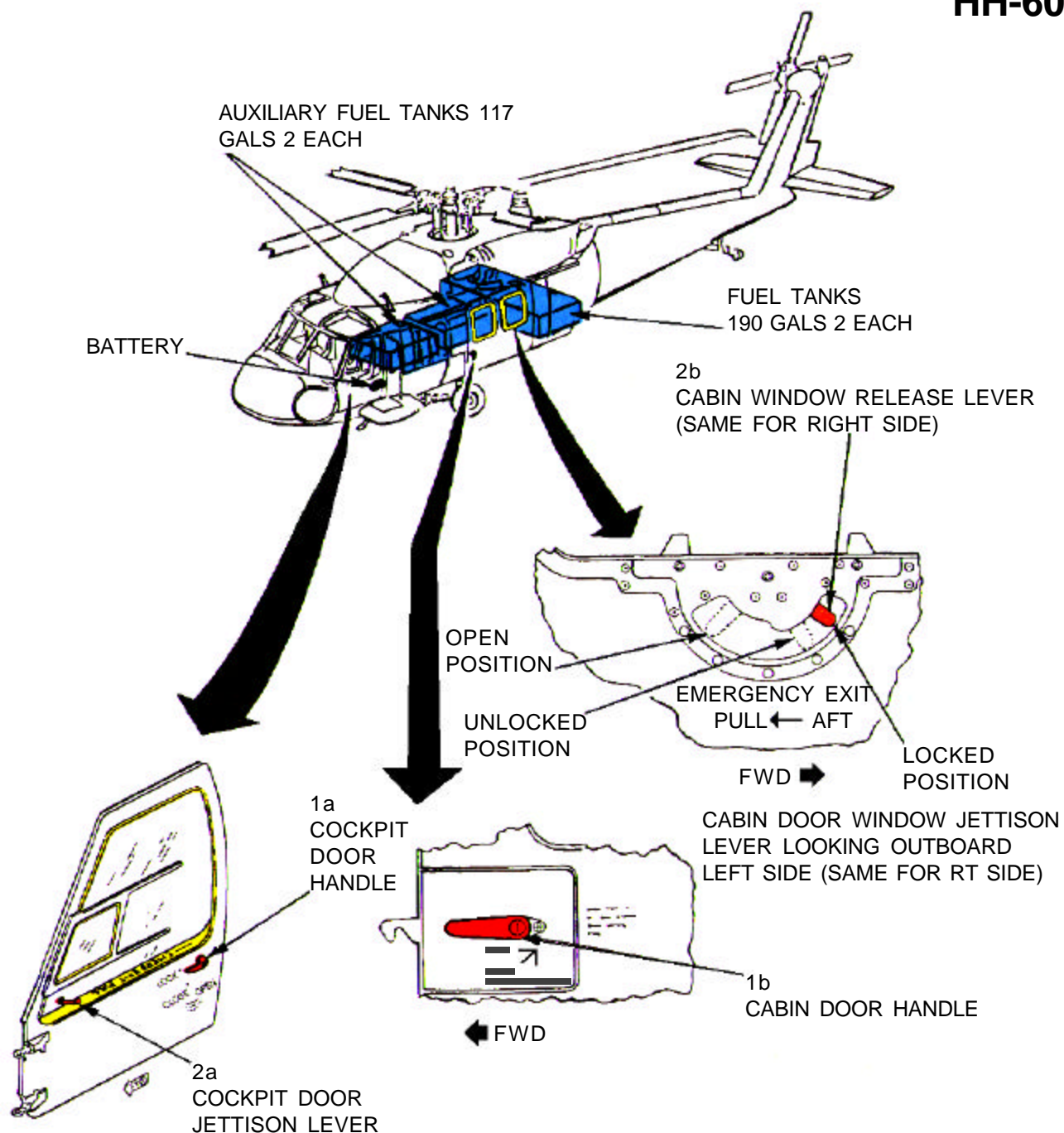
## NOTE:

Doors are not pyrotechnically equipped.

- a. Break window in cockpit door and pull jettison lever aft to release door hinges.
- b. Break window in cabin door and rotate emergency handle, located below forward window, to the aft open position. Push bottom of window out to remove window. Both cabin windows on side operate this way.

## 3. CUT-IN

- a. Break window or windshield as required.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

HH-60

## 1. ENGINE SHUTDOWN

### NOTE:

Battery switch must be in the ON position. To activate the installed fire extinguishing system, one T-handle must be pulled (agent is discharged to last T-handle pulled). Then, reposition the fire extinguisher switch from OFF to MAIN or RESERVE.

- Pull engine emergency T-handles, located on control quadrant, FULL AFT, to cut off fuel flow.
- Pull APU T-handle, located on overhead console, DOWN.
- Place battery switch, located on overhead console, to the OFF position.

## 2. AIRCREW EXTRACTION

- Release all lap belts and shoulder harnesses from aircrew. All aircrew seats have a complete lap belt and dual torso restraint shoulder harness centrally attached to a rotary release buckle or a pull-up release lever.
- Disconnect personnel leads from aircrew.
- Release all lap belt and shoulder harnesses from troop seats occupants. All troop seats have a lap belt and shoulder harness centrally attached to a rotary release buckle.

